

CAPITAL WELCOMES BELGIUM'S ROYALTY

Great Crowds Cheer King,
Hero of War, Queen and
the Crown Prince.

TO REMAIN THREE DAYS

Official Reception Will Begin
To-day — First European
Monarch in Washington.

Special Despatch to THE SUN.
WASHINGTON, Oct. 27.—For the first time in its history the American capital has a reigning monarch of a European State. King Albert, King of the Belgians, accompanied by his wife, Queen Elizabeth, and their son, the Crown Prince, Duke of Brabant, arrived in Union Station to-night only a few minutes behind time, and from the instant of their arrival on the crowded platform until they were safely lodged on the portico of Breckinridge Lodge's handsome sixteenth street home they listened to a continuous roar of American cheering.

All Washington turned out for the reception. A mild start night brought throngs into the streets. The vast plaza of the station was jammed. Before the brightly illuminated Capitol another vast concourse of people had assembled. The pathway of triumph up broad Pennsylvania avenue past the White House, and northward through shady Sixteenth street, was lined with more cheering welcome. Around the temporary residence of royalty another huge crowd made it plain to the royal party that they were among friends.

Welcomed by Large Party.

After his day in Philadelphia the 43-year-old King had a respite for the King and Queen. They alighted at the special train at 7:30 a. m. morning, the King ruddy and cheery, the Queen, as always, smiling radiantly and looking young and chic in a tailored dress of dark blue with a close fitting little toque of the same tone trimmed in silver gray.

On the station platform the welcoming party, headed by Vice-President and Mrs. Marshall, greeted the royal party. In the group, in addition to members of the Cabinet and assistant secretaries and bureau chiefs of the State Department, were Gen. Pershing and March and Ambassador Brand Whitlock. The party proceeded at once across the concourse to the Executive entrance and waiting room used only on the occasion of visits of highest importance. It emerged into the brilliantly illuminated plaza the United States Marine Band, stationed at the portal, played "La Brabançonne," the Belgian national anthem, while the party received itself in the waiting automobiles. Then came a sharp blast from a bugle and the royal escort, four troops of the Third United States Cavalry, coming into their saddles, saluted and turning by platoons preceded the receiving party and the guests through Delaware avenue toward the Capitol.

Beauty Greets Royalty.

At Columbus Monument a white robed choir of pretty girls sang a welcome. Again on the central approach to the Capitol an assembly of more "pretty" women in classic costume posed for the royal party in a symbolic representation of America's welcome to the brave little nation which had borne the brunt of the first onslaught of the Germans.

The Capitol pageantry occupied only a minute. The King and Queen viewed the gathering with evident appreciation and then the procession once more got under way for the long route to the temporary abiding place.

In the leading automobile sat King Albert at the right of Vice-President Marshall. All the way up the avenue the King was in continuous conversation with his official entertainer. With his usual interest, yet he, too, kept up a rapid fire of comment in which Mr. Marshall smilingly joined from time to time as the motor sped along.

The Queen, with Mrs. Marshall, occupied the next motor car and smiled back at the greetings of the throng, bowing with an easy nonchalance that lost nothing of grace through its lack of formality.

In the third automobile rode the Duke of Brabant on the right of Mr. Lansing. The youngster looked at the great crowd with real interest, yet he, too, kept up a steady chat with the Premier of the Wilson Cabinet.

Just behind the three royal equipages came a khaki colored limousine, in which sat Gen. Pershing, with Lieut. Gen. Baron Jacques, late commander of the Third Division of the Royal Army of Belgium. Another army car conveyed Gen. March, with Col. Tilkens, aide to King Albert, at his left.

King Albert wore the khaki uniform of war time with a collar of dark velvet bearing the emblem of a commanding general. He also wore a service cap embellished with gold lace. The Duke of Brabant also wore the Belgian service uniform with the quality tasselled billycock, fatigue cap, which has been the Belgian army's characteristic headgear since the days of Waterloo.

Arriving at the temporary residence the royal party waved adieu to the escort and entered. No formal gathering had been arranged for to-night, for three full days of constant movement await the party.

Reception Starts Programme.

An extensive programme of functions and entertainments, some of them enjoyable, others more or less burdensome, has been prepared for the royal party during their three days stay in the national capital.

The programme will begin at 9:45 tomorrow morning with a reception in the drawing room of the temporary royal palace by the Belgian Ambassador and his wife, and the members of the Embassy staff. Between 11 and 11:15 the Vice-President and Mrs. Marshall will pay a formal call. From then until noon their Majesty will receive the members of the Cabinet, President pro tempore Cummings of the Senate and Speaker Gillett of the House. Then will follow a forty minute luncheon.

At 12:40 P. M. King Albert and Queen Elizabeth, accompanied by the Duke of Brabant, will motor from their residence to the Capitol, where at 1:30 the King will address the Senate. Mrs. Marshall to the executive gallery of the Senate to witness the ceremonies of presentation. The Duke of Brabant will accompany his father to the floor of the Senate.

King to Speak in House.

The House of Representatives will be visited at 1:30 P. M. and again the King will make a short address. The party will then motor back to the temporary residence for luncheon at 2:15.

At 4 o'clock Gen. Pershing and Gen. March, the Chief of Staff, will call upon the King and decorate him with the Distinguished Service Medal, and at 4:30 the King will receive all former American Ministers to Brussels, while Queen Elizabeth will receive a large number of women who participated in Belgian relief work in the United States during the war. A more general reception will

follow at 5:45 to a selected list of guests. The concluding function of King Albert's busy day in Washington will be a dinner, given in his honor by Vice-President Marshall at 8 o'clock.

Owing to the fact that throughout his term of office Vice-President Marshall has dwelt in one of Washington's leading hotels, and the further fact that the use of the White House for social functions, the dinner will be held in the Massachusetts avenue home of Mrs. Thomas F. Walsh, widow of the Colorado millionaire, who spent the concluding years of his life in Washington. The Walsh residence is one of the most beautiful and modern as well as one of the largest private houses in the capital.

Landings to Give Dinner.
That night a dinner in honor of the visitors will be given by Secretary of State Lansing. On the third and last day of the visit the morning has been left open for such pleasure or duties as the King and Queen may select. In the afternoon the King will receive the degree of doctor of laws from George Washington University and from the Catholic University.

The Queen also will receive a degree from Trinity College. That evening they will dine at the Belgian Embassy and at midnight they will go aboard the President's yacht Mayflower at the navy yard and proceed to Newport News, where they will go aboard the George Washington for the voyage homeward.

ALBERT HONORS O'RYAN.

27th Commander Receives Cross of Order of Leopold.

Major Gen. John F. O'Ryan, commander of the Twenty-seventh Division of the A. E. F., was presented yesterday with the Belgian decoration of Commander of the Order of Leopold, the highest within the gift of the Belgian Government. The office was conferred on Gen. O'Ryan by King Albert at a luncheon given by the Belgian Ambassador.

The work of the Twenty-seventh Division near Mount Kemmel in September, 1918, won the decoration for its commander.

SAFE IN DANCE HALL

IS ROBBED OF \$3,600

Yeggs Get \$900 in I. O. U.'s—

Empty Strong Box Ignored.

Arcadia Hall, Halsey street near Broadway, Brooklyn, had until early yesterday two safes, the largest dance floor in the borough, a collection of I. O. U.'s with an aggregate face value of \$900 and the favor of the Mayor, if the Mayor's approval may be deduced from the choice of his Assembly district organization for its parties.

One safe was not much to look at, but it was a good safe and was used as a bank. The other was a new and flashy affair, but it held nothing more important than the simple ledgers the dance business requires.

When he went to the hall yesterday, Moe Baron, the manager, found he still had his dance floor and one of his safes, the new and pretty one. The old safe had been cracked to fragments. The I. O. U.'s and \$3,600 were gone. The police guessed that yeggs did the work, but they left no clues.

ALBERT SORRY HE HAS TO LEAVE CITY

Decorates Bicycle Policeman,
Saying New York Should
Be Proud of Force.

CHEERS FOLLOW TRAIN

King Takes Final Air Spin
Here While Queen Goes on
Shopping Tour.

King Albert acted as if he meant it when he said, standing in the Pennsylvania Station yesterday morning before boarding a special train for Philadelphia with the royal party, that he had enjoyed New York and would like to stay here longer. The final send-off was three big cheers from twenty-one motorcycle policemen upon whose heaving breasts he had just pinned the insignia, in silver, of the Order of the Crown. "You are a wonderful lot of men," the Queen had said to the bike cops. "Our stay in this great city has been all the more pleasant because of your splendid efficiency."

Early in the forenoon, while Queen Elizabeth was shopping, the King took one more ride in the air in a seaplane driven by Ensign Frank Lamb. With a map of the city and harbor on his lap and a telephone receiver clamped over his head the King indicated where he wanted to go. From the Columbia Yacht Club they sailed up the river to 125th street, then turned and hurried south over Governors Island, the Narrows, and as far as the Shrewsbury River, so that, Asbury Park and Long Branch were visible. They penetrated the air of New Jersey as far as New Brunswick and took a look at Sea Gate and Coney Island on the way home.

The King's return from the Hudson River landing to the Waldorf by automobile was almost as swift, for it consumed only nine minutes. A few moments later the King, with Queen Elizabeth and Prince Leopold, were on their way to the Pennsylvania Station, where the same train that carried them across the continent and back was fretting to be off.

Decorations and Handclaps.

The King stopped to decorate all the motorcycle men who had been assigned to his escort and give them a good hand shake besides. They were Sergeants John McLaughlin, Gilbert M. Mehan, Martin A. Noman, Otto P. Olive and John L. Travers, and Patrolmen Dennis R. Lynch, John E. Askund, James P. Hargerty, Samuel J. Smith, Jr., Howard D. Smith, Timothy Lehane, John Ochsner, John J. Tier, Edmund Gibson, Charles Faber, Harry Shelley, Walter Manley, James A. Holland, John J. Donovan, Bert Cooper and John Mesle. Inspector John O'Brien, head of the Traffic Department, and Capt. Henry McQueney of the Third Detective district were notified that the Order of the Crown, in gold, had been conferred upon them.

In a formal interview with reporters King Albert said:

"Before leaving New York I wish to

express my great appreciation of the wonderful hospitality that has been accorded to Queen Elizabeth, Prince Leopold and myself and others of our party during our stay here. I regret exceedingly that time does not permit of our drinking in more of the wonders of your great metropolis, but the coming general election demands my presence in Belgium."

He went to commend the splendid police force of New York, which is indeed a fine body of men. Every New Yorker should be proud of the police, particularly in more of the wonders of your great metropolis, but the coming general election demands my presence in Belgium.

He also said he had never been a reporter but wished he had, although he was not sure that he would have made a good one.

Before leaving the Waldorf the King said good by to William A. McCusker, assistant manager of the hotel, and Joe Smith, the house detective. As the train rolled out of the station Howard Smith, one of the motorcycle policemen, shouted "Long live the King and Queen of the Belgians! Now then, altogether, three cheers for King Albert and Queen Elizabeth!" Railroad employees and everybody else in the train joined in this farewell.

It became known yesterday that on Sunday morning the Queen, who is a talented violinist, visited the Aeolian Company and listened to a private recital by Maurice Damblon, who played the 'cello accompanied by his own records on the Duo Art piano. She selected a Duo Art grand for her own use in Brussels and directed Damblon to make records of accompaniments of violin selections which he most enjoys playing. The numbers Damblon played for her were Beethoven's "Symphonic Variations," Saint-Saens's "The Swan" and Poppo's "Harlequin."

ALBERT CHRISTENS

U. S. ARMY TRANSPORT

Queen Visits Bryn Mawr as

King Goes to Hog Island.

PHILADELPHIA, Oct. 27.—King Albert of the Belgians christened a United States army transport at the Hog Island shipyard this afternoon, while Queen Elizabeth was welcomed ecstatically to the Ivy clad Jacobean towers of Bryn Mawr College.

Previously the monarchs were driven through crowded lined streets to Independence Hall, where they were welcomed to the city and State by Gov. Sprout and Mayor Smith. In his response his Majesty said:

"It is with deep emotion that I enter this magnificent city, where the Declaration of Independence was signed and the Constitution of the United States promulgated; both charters being memorable monuments of political wisdom and highest idealism to the world."

"It is to the glory of your nation that in all time you have found statesmen to embody these principles, and the fact that my visit happens to fall on Presi-

dent Roosevelt's birthday adds to the solemnity of these thoughts.

"Belgium, too, has fought for the same ideals of liberty and democracy. Her cause has found, from the boggy, the most energetic support from this city. I am glad to have an opportunity of conveying to the general citizens of Philadelphia my most heartfelt thanks for the large assistance I have given to Belgium during the war."

"My countrymen will never forget what they owe to the faithful friends they found here when they were in a deep distress. Many this beautiful noble city continue to progress and prosper."

King Albert, whose ambition he the war was to make his country a nation, was deeply impressed.

Hog Island, where he saw more than fifty ships in course of construction, a dozen more completed. As he lay a bottle of real champagne against the bow of the Cantigny, named after the battlefield where American soldiers won fame in France, he said: "I for me great pleasure to visit this wharfyard. The stupendous task now here after the United States entered in a splendid performance of the credit of American naval engineers."

From Hog Island the King and Queen went to the Baldwin Locomotive Works, where they saw engines in all stages of construction. To his shown engine built for Cuba, Sweden and Denmark.

Queen Elizabeth at Bryn Mawr greeted by Miss Helen Taft, acting president. After the undergraduates and gown had sung the Belgian national anthem the Belgians smiled her thanks and shook cordially with Miss Taft, but it is addressed. The girls sang two songs and then joined in the Bryn College yell, at which her Majesty laughed heartily. Elizabeth inspected the college buildings, the game of hockey and was the guest of honor at a tea. She posed good for scores of undergraduate photographs and seemed to enjoy herself thoroughly.

The royal special started for London at 6 o'clock.

BARD COMES BACK

AND MAKES BIG HIT

Palace Audience Happy

His Act, Revised and

Speeded Up.

WILKIE BARD, the English humorist, who was finally withdrawn from the Palace bill last week because of a lack of liaison with his audience, came back yesterday senses at this house and merged himself with the gravity of headlines, losing profit by his success.

His act has been revised and speeded up, evidently on the advice of the family who had an eye kind of thing that can complete nervous lure of jazz. For his week Mr. Bard used his "Night watchman" sketch, his wickerwoman and then, explaining that his friends had warned him the red Broadway like their aboriginal proceeded to jazz two old ballads for his own good. Gen. plause greeted Mr. Bard, who his hardest, apparently on the that England expects every man

his duty, even in vaudeville.

Another kind of jazz was furnished by Ted Lewis—the American kind, made on he premises. Mr. Lewis who jumped in last week to fill the cavity caused when Mr. Bard was extracted, was told to continue the exercise for this week. With his jazz band this young man presented his customary bill and won the popular favor accorded only to baseball heroes, synopses geniuses and Roman gladiators.

Madeline and Dorothy Cameron justified their existence with their foot and their frocks. Charles Grapewin and Anna Chance presented their amusing skit, "Jeff's Vacation," which maintains

the highest traditions of the two-day by making a laughing stock out of marriage. Santos and Hays, the long and short of it, revealed the extremes to which persons will go as "Health Hunters."

At the Riverside, Bee Palmer wobbled back from a recent illness and put into her shimmying some new heavies manifestly hit upon while tossing upon a bed of pain. Miss Palmer, assisted by her own jazz band, proved again that her shoulders are her most effective tremolo organ. George McKay and Otis Ardine, Bert Hanlon, and Dillon and Parker were good measure for the Riverside news item.

Ben Welch brought his own company to the Columbia Theatre and cemented once again his alliance with the burlesque fans there.

Bronx Slayer Sentenced to Die.

Justice Luce in the Supreme Court in Bronx county yesterday sentenced John Eagen of 243 West Thirty-eighth street, to die in the electric chair at Sing Sing prison during the week of December 8. Eagen was convicted Friday of murder in the first degree in the shooting on the night of June 2 of Louis Klein, a clerk in the United Cigar Store at 838 Westchester avenue, The Bronx.

National Legislation of the Meat Packing Industry

1. Will not increase the amount of meat you can buy for a dollar.
2. Will not raise more animals.
3. Will not produce more meat.
4. Will not stop fluctuations in live-stock receipts or prices.
5. Will not increase the output of the packing houses.
6. Will not prevent strikes.
7. Will not reduce transportation charges.
8. Will not reduce the retailer's cost of doing business.
9. Will not increase the demand for the cheaper cuts of meat.
10. Will not lessen the consumers' demand for expensive delivery and credit service.
11. Can not at the same time raise prices paid farmers for live stock, and lower prices paid by consumers for meat.

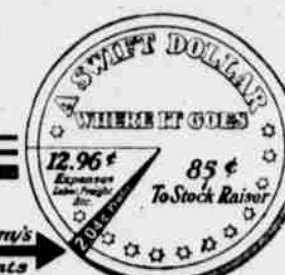
But the slowing up of efficiency due to cumbersome governmental routine will have the effect of increasing the manufacturing charges between the cost of live stock and the cost of meats, thus forcing lower live-stock prices or higher meat prices.

The packing industry as now conducted, is characterized by keen competition, highest efficiency, and unusually low profits.

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Essex Owners Admire

Exclude all the praise you have heard for the Essex.

Then ride in it, and judge for yourself. The unflinched verdict of the ride, will content us.

We urge this with a reason. For many who inquire about the Essex expect to see a large car. They expect to hear a costly price.

That is because Essex owners and admirers, invariably compare its performance to certain large, high-priced cars, notable for qualities of speed, power, hill-climbing and durability.

Its Fine Car Endurance

You will make those same comparisons yourself, after a ride. For only among cars of advanced price range will you find qualities by which to describe the way the Essex performs.

Certainly no one would think of rating it with other lightweight automobiles. Its appearance instantly settles that. It stamps the Essex in a class alone. Yet, neither is the Essex a large car. Therefore it offers the advantages of economy and liveliness exclusive to light weight automobiles. But it is also a reliable car.

Habitual skeptics, who never buy a car in the first year of production, fearing development of faults, now buy the Essex. In ten months, individual cars have rolled up 10,000 and 12,000 miles without any

repairs whatever and more than 16,000 are in service, with more than 100 being added daily.

Its Charm in Action

Judge the Essex exactly as you would any fine quality car.

Match its speed with any car. Try it on hills that only cars noted as supreme climbers ever attempt. Note its spaciousness, and the luxury of its interior fittings. Ask owners who have had their cars long enough to learn Essex endurance.

Surely you will then agree that the Essex establishes and occupies alone a distinctive new field.

Moderate Price and Performance of the Highest Order

Every sense of pride and satisfaction that comes with the possession of fine car quality, and performance that gives place to none, is yours with the Essex. All now know that no light car, and not many of the finer cars equal the Essex in construction, in performance or in durability.

The demand everywhere exceeds production, and it may be necessary to wait for delivery for either the five passenger touring, the new roadster, just out, or the Sedan. But it is better to wait a little while and get an Essex, than to accept a second choice car that you may afterwards regret.

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Legal Points

for

Automobile Owners

is a new feature in

The Sun

In a series of stories appearing in the Automobile Section of the Sunday Sun we are getting the "meat" out of the law relating to automobiles and presenting it in such a form that it interests, instructs and helps Sun readers.

The stories cover the ownership, use, purchase, sale, manufacture, storage and repair of automobiles.

This new department establishes another close bond between The Sun and the automobile owner.